

WRIGHTS DECLARE  
SECRETS STOLENDamage Suit Filed Against  
Aeronautic Society.

NAME CURTISS MACHINE

Aviators Also Seek to Stop Ex-  
hibition of Airship.Assert They Are the Sole and Original  
Makers of the Heavier-than-  
air Craft, and that United States  
and Other Governments Have  
Shown Their Approval of the  
Work by Purchase of Rights.New York, Aug. 19.—Suits were begun in  
the United States Circuit Court to-day by  
the Wright brothers against the Aero-  
nautic Society, a New York corporation,  
for infringement of patents in connection  
with a machine bought by the society from  
Glenn H. Curtiss and the Herring-  
Curtiss Company, of Hammondsport, N. Y.,  
and exhibited by the society.The Dayton men seek to restrain the  
society from exhibiting the machine fur-  
ther, and also to recover damages.The bill of complaint is signed by Wil-  
bur Wright on behalf of himself and his  
brother, Orville Wright, and was ex-  
ecuted in Washington on August 16 before  
Calvin T. Milans, a notary public.The attorneys for the Wrights are given  
as H. A. Toulmin, of Springfield, Ohio,  
and Arthur C. Frazer, a patent lawyer of  
79 Broadway. A subpoena was issued for  
the society to-day by the deputy clerk of  
the court, Charles A. Van Haren, and  
was turned over to Marshal Henkel.

Calls for Hearing.

The subpoena calls for an appearance  
of the defendant in court on the first  
Monday in October.In their bill of complaint the Wrights  
say that they were the "true, original,  
first, and joint inventors of new and use-  
ful improvements in flying machines,"  
which were not known and used by others  
in the country, and had not been put  
up to the time of the issuance of their  
patents. They received their patent, No.  
821,393, on May 22, 1906, to run for the  
customary seventeen years.The invention, the complaint continues,  
"is of great value and utility and con-  
stitutes the first instance in the history  
of the countless attempts to produce fly-  
ing machines wherein a new and use-  
ful machine ever made aerial flights, and  
wherein the machine was within the control  
and will of the operator."

First Machine to Fly.

The Wrights claim to have given the  
world "the first machine to fly actually  
and successfully, being in this sense a  
creation or embodiment of a new art, and  
an epoch in aerial endeavor, human flight  
having for ages been the synonym of fail-  
ure and impossibility.""The public generally," the document  
continues, "and the United States gov-  
ernment in particular, through its ap-  
pointed officers, have acquiesced in and  
acknowledged the validity of said patent."  
It cites the fact that "one of the first  
flying machines embodying the invention  
embraced in and covered by said patent  
with the right to use the same for na-  
tional purposes, as provided by this rec-  
ognition by the government."The complaint further alleges that sev-  
eral sovereigns in foreign lands have  
similarly acquiesced in and recognized  
the novelty of the Wrights' machine,  
and the rights of the Daytonians in it.

Expended Much Money.

The Wrights, according to their com-  
plaint, have expended much money, and  
have been to great trouble and ex-  
pense in the production and per-  
fection of the machine, and for the man-  
ufacture of the machine at Dayton.The specification of the violation of pat-  
ent is given thus:The defendant, alleging to be formed  
for the purpose of promoting the science  
of aerial flying, procured the Herring-  
Curtiss Company, and Glenn H. Curtiss,  
personally, both of Hammondsport, N. Y.,  
to make the flying machine herein com-  
plained of, and to deliver them to the  
defendant, under whose auspices the said  
Glenn H. Curtiss has given public ex-  
hibition flights, "that the defendant has  
purchased the machine and has charged  
admission to the exhibition flights, re-  
ceiving large sums of gate or ticket  
money."The Dayton inventors allege that unless  
the society is restrained from further  
flights it will practically destroy a large  
source of revenue which the Wrights  
otherwise would receive, by "preceding"  
the Wrights, and making public flights or  
exhibitions.

The Golden Flier.

The machine in question is presumably  
the "Golden Flier," built by the Herring-  
Curtiss Company, for the Autontic So-  
ciety, and at present leased by the so-  
ciety to the Aeronautic Exhibition Com-  
pany. Lee F. Burrage, of the society,  
said to-night that the machine had been  
bought from Mr. Curtiss under a guar-  
antee that it should be free from the  
Wright patents, and in the present suit  
Mr. Curtiss would assume the real de-  
fense."We are very glad, indeed, that the  
suit has been brought," said Mr. Bur-  
rage to-night. "There are some 200  
American patents on flying machines,  
and each inventor appears to have the  
impression that his patents cover the  
entire field. I do not mean to suggest  
that the majority of these inventors are  
in any way in a class with the Wright  
brothers, but there is such confusion in  
the matter of patents that it is necessary,  
for the good of the work of aerial ex-  
perimentation, that the tangle be straight-  
ened out."

No Violation, Says Herring.

A. M. Herring, who is associated with  
Mr. Curtiss in the manufacture of the  
aeroplanes, said to-night that the ma-  
chine as made by them for the Aeronau-  
tic Society violated nothing in the  
Wright's patent."In fact," he said, "they have very  
little in their machine that is not already  
public property. In the matter of war-

## WEATHER FORECAST.

For the District of Columbia,  
Maryland, and Virginia—Generally  
fair to-day and to-morrow;  
not much change in temperature;  
light to moderate west and north-  
west winds.ing wings, for which I believe they claim  
the patent rights. I published this in-  
vention in 1894, and in 1896, in conjunction  
with Mr. Chanute, I perfected a two-  
surface machine. The results of this ex-  
periment also were published and are  
common property. I was entitled to a  
patent on the double surface machine,  
but I applied for it in 1897, the  
Patent Office doubted its practicability  
and refused to issue the patent. The  
next year I proved the machine capable  
of flight. I did not have the money to  
fight for a patent, and published the re-  
sults of my work. The use of the front  
rudder was patented by Hiram Maxim  
in 1892, and this patent has now ex-  
pired."

## WRIGHT TO MEET ZEPPELIN.

American and German Aviators to  
Compare Methods.Berlin, Aug. 19.—Orville Wright, his  
sister, Katherine, and Hart O. Berg, the  
European business manager of the  
Wright brothers, arrived here to-day  
from London. Mr. Wright is to make a  
series of public flights on the Tempelhof  
parade grounds, in the suburbs of Ber-  
lin. If he is ready by the end of the  
month, Emperor William probably will  
witness one of his exhibitions. The Em-  
peror is coming to Berlin to review the  
Berlin and Potsdam garrisons and to re-  
ceive Count Zeppelin, who is expected  
to make his long voyage from Friedrichs-  
hafen to Berlin August 28. The two  
masters of the different schools of avi-  
ation will then meet and compare meth-  
ods.Mr. Wright, in his flights here, will use  
an aeroplane built in Germany by the  
company that has acquired all the rights  
for this country. He went out to the  
shops at Tegel to-day and examined the  
craft. He has two completed machines  
to choose from.A pamphlet written by Capt. von Hil-  
debrand on the Wright brothers is being  
widely sold in Germany. Some pride is  
taken in the fact that the grandfather  
of the Wright brothers was a German.  
Capt. von Hildebrand was formerly an  
instructor attached to the air navigation  
battalion of the army.CABINET MEMBERS  
SLATED FOR WORKPresident Keeping Officials  
Busy During Summer.

MEETS WICKERSHAM TO-DAY

Secretary Nagel Will Return to  
Beverly Next Week to Finish  
Work in Connection with the Ap-  
pointments of the Census Super-  
visors—Warner Guest of Taft.Beverly, Mass., Aug. 19.—Mr. Taft has  
already given pretty positive proof that  
he didn't appoint his Cabinet ministers to  
be figureheads over their departments.It is apparent that he intends to have  
them work. Secretary Nagel and Postmaster General  
Hitchcock, and in the immediate future  
it is going to be on the lookout for four  
more, and a return visit from the Sec-  
retary of Commerce and Labor.Secretary Nagel is already in Mr. Taft's  
regular Cabinet. To-morrow he is  
going to be admitted to the summer golf  
cabinet as well, when the President goes  
the rounds of the Myopia course with  
him. Mr. Meyer was with this morning  
while Mr. Taft was playing.A day will probably be fixed, too, for  
Mr. Meyer to drive down from his home  
at Hamilton to tell the President how  
he liked the fishing up on the Resti-  
gouche, and to clear up anything further  
about the Navy Department that they  
don't have time to-morrow.

Going to Meet Wickersham.

As soon as he has finished the eighteen  
holes to-morrow Mr. Taft will hurry to  
Woodsbury Point to be on time for his  
engagement with Attorney General  
Wickersham.Mr. Wickersham expects to stay at  
Villa Crest, the home of Walter D. De-  
negre, a lawyer of New Orleans, at Man-  
chester-by-the-Sea.Next week Mr. Nagel is expected to  
bring back the rest of the census super-  
visors' names for the President's ap-  
proval, and about the same time Sec-  
retary MacVeagh is looked for on the score  
of tariff experts. That means three new  
faces for Beverly, and it became known  
to-day that Secretary Knox is planning  
to visit his friend H. C. Frick at the  
Frick place on the shore not far from  
the Frick Crossing station in about two  
weeks. So it appears that the Cabinet's  
vacation isn't going to be much less in-  
terrupted than Mr. Taft's.

Senator Warner a Visitor.

Senator Warner, of Missouri, stopped to  
see the President to-day on his way  
from Nahant to Kansas City.Missouri is one of those States in which  
the Republicans are strong enough to  
warrant the giving of all the census jobs  
to members of that party. Nine of them  
are still unannounced.The President had no comment to make  
upon the dismissal of the seven West  
Point cadets for hazing. He took action  
upon the matter some time ago, appar-  
ently after he had received reports from  
the War Department.The Utah committee in charge of Mr. Taft's  
stay in that State has asked that  
Ogden, Utah, be included in the trip.  
The President will reach Salt Lake City  
late on the afternoon of Friday, Septem-  
ber 24, and is due in Butte, Mont., Sep-  
tember 27. Some time will have to be  
cut off from Salt Lake City to let the  
President's train pause at Ogden on Sun-  
day.Instructions have been given to the  
President's chauffeur to keep the speed  
of his car not higher than between fifteen  
and twenty miles an hour.

Popular Excursion, Sunday, August 22.

Baltimore and Ohio R. R.  
\$1.00 round trip, to Harpers Ferry and  
Martinsburg, \$1.50 to Berkeley Springs,  
and \$2.00 to Cumberland. Special train  
leaves Union Station at 8:15 a. m., re-  
turning same day.

Baltimore and Return, \$1.25.

Baltimore and Ohio R. R.  
Every Saturday and Sunday. All trains,  
both ways, both days, except Royal Lim-  
ited. City offices, 1411 G st. and 619 Pa. ave.BOSTON IS TAKEN  
BY RED INVADERSGen. Bliss' Army Forces Way  
Through Blue Lines.

FIGHTING IS TERRIFIC

Many Men Lost Theoretically in  
Imaginary Conflicts.Reported Death of Lieut. Bean, of  
Company G, District of Columbia  
Guard, Is Believed to Be Errone-  
ous—Signal Officer Says He Has  
Not Heard of His Injury, and It  
Should Be Reported to Him.Hanover Four Corners, Mass., Aug. 19.  
—Two militiamen, with strips of red  
cambric about their hats and their rifles  
slung across their shoulders, stepped  
through a ring of marigolds about a  
well curb in a farmer's back yard this  
morning and reached for the dipper.Just then two shots popped out from  
a bunch of hollyhocks in a yard across  
the road, and a flock of blue pigeons  
rose suddenly and wheeled in the air."Oh, h—!" exclaimed the militiaman  
with the dipper to his lips. Then both  
of them dropped behind the well curb  
and began to blaze away at the holly-  
hocks across the road.Thus began the great battle of Hanover  
Four Corners, the last fight of the week's  
war over the possession of Boston, and  
the final punch delivered at Gen. William  
A. Peck and his Blue army of the defense  
by Gen. Tasker H. Bliss and the 9,000  
men he has led from New Bedford to a  
triumphal capitulation of the rockbound  
citadel of New England.

More Blues on the Run.

Just about a minute after the two sol-  
diers of the Reds had dropped to the  
protection of the curb out of a heavy  
pile of wood ground over across the road  
came the double jump more Blues.Each with rifle at his soldier and finger  
ticking the trigger as fast as the ejector  
could be worked.Within five minutes from the time the  
shots were fired from the hollyhocks  
the segments of the two armies were  
hard at work shedding each other's gore  
over all Hanover Four Corners. So close  
in touch had been the two bodies of  
marching men that it needed but the  
irritation of those scattering shots to set  
the nerves of some 15,000-odd men in re-  
action.With the increasing outpost firing came  
all the neighbors of the countryside.  
They were in buggies and in automobiles,  
afloat and astride of big barreled horses  
hurriedly taken out of the shafts.There at the crossroads in Hanover  
Four Corners they gathered, open-mouthed  
and grinning, enjoying the thrill of the  
little nervous waves that chased up and  
down each vertical column. Great luck,  
this, that Four Corners should have its  
share of fun after Bryantville and Rock  
and all those places down below had seen  
the fireworks.With the crowd of vehicles  
came a whirlwind thrust of horse-drawn  
and trundling wheels. The folks scattered  
to right and left, and the first gun of the  
First Battery, National Guard, New York,  
sprang around on one wheel, and as the  
drivers jerked their horses' heads to the  
left, Maj. Wilson, in command of the  
New York artillery division, took a slight  
down the road leading away from the  
Four Corners, then turned and gave an  
order to the gun crew. There was a rat-  
tling of breech locks, the slither of a  
shell slipping into the powder-blackened  
hole in front of the block, and then a  
man stood on tiptoe at the end of a lan-  
guage.

Another Gun Into Place.

Another gun wheeled into place beside  
the first before the spectators had a  
chance to take their hands from their  
ears. A second time the gunners gath-  
ered about the breech for the fraction of  
a second, then that jarring explosion  
came that jammed the wind down the  
throats of the Four Corners folks.Over to the westward of the Four Corn-  
ers is a cranberry bog surrounded on  
three sides by heavy forest growth and  
open on the east side for a thin patch  
of long marsh grass and scrub willows.Down there three companies of the  
First Massachusetts advanced from the  
Blue army's main body, clinging like  
flies to the crest of a high clay bank and  
pouring into the Reds' position at the  
Four Corners a pepperbox fire.Folks who should have been mowed  
down by the stream of bullets, stood on  
once round over in front of the First  
Battery guns in the street of the village  
and craned their necks for a sight of the  
men across the bog who were making all  
the hullabaloo. All of the time these  
guns of Maj. Wilson's command were  
bringing and banging.The two armies had swerved into con-  
tact for two miles along the roads that  
gather at Hanover Four Corners.

Calls for Artillery.

Gen. Peck, whose headquarters had been  
temporarily shifted to a spot on the  
Whitman road, just across from the cran-  
berry bog, had ordered A and B batteries  
of his artillery command up to assist him  
in his desperate effort to stop the advance  
Gen. Bliss was making with his whole  
army over a quarter mile distant, on the  
Hanover road to Boston.The men of Battery A ran three three-  
fifteen-pound guns up alongside of the  
little frame house where lives John Wy-  
man and his family. The guns actually  
rested in the rose garden along the north  
side of the house, the mouth of the near-  
est one was not fifteen feet from Wy-  
man's front door.An officer who had been spying on the  
Red position with his glasses gave the  
range. The artillerymen charged the  
guns. The order "Fire by battery" was  
given. All of the guns jumped at once.

Continued on Page 3, Column 6.

\$6.00—Week-end—\$5.00

Seashore Trips  
To Atlantic City, Cape May, Wildwood,  
Ocean City, Sea Isle City, and return via  
Pennsylvania Railroad, Delaware River  
Bridge route. Every Friday and Satur-  
day. Tickets good to return until follow-  
ing Tuesday, inclusive.

\$1.25 to Baltimore and Return

Saturdays and Sundays via Pennsylvania  
Railroad. Tickets good returning until  
Sunday night. All regular trains, except  
the "Congressional Limited."You have not read all of the news of  
the day until you have read the news ad.

## IN NEED OF PROTECTION.

TWO MEN KILLED  
IN AUTO SMASH-UPMachine Strikes Fence Dur-  
ing Race at Indianapolis.

CAR GOING 70 MILES AN HOUR

William Borque Believed to Have  
Been Drowned in His Own Blood  
Rushing Down Throat from In-  
jury in the Head—Both Men Old  
Employees of Knox Company.Indianapolis, Ind., Aug. 19.—William A.  
Borque, of Springfield, Mass., and Harry  
Holcomb, of Grandville, Mass., were killed  
to-day when their Knox racing ma-  
chine crashed into the fence on the home  
stretch of the Indianapolis motor speed-  
way, while going at the rate of seventy  
miles an hour.Borque, the driver of the car, died as he  
was being lifted into the ambulance.  
Holcomb, his mechanic, died a few  
minutes after he arrived at the  
Emergency Hospital.Borque had both legs broken and his  
skull fractured, and the physicians say  
that he was drowned in his own blood,  
being unable to breathe on account of  
the blood pouring down his throat.Holcomb had three holes in his skull  
and both arms broken. Their car was  
running second to Burman and had cov-  
ered nearly 150 miles of the 200-mile race  
at the time of the accident.The crash occurred on the west side of  
the course and about 300 yards north of  
the grand stand. The car turned over  
when it left the track and plumed both  
men beneath it.Borque had been in the employ of the  
Knox Company for seven years, and for  
four years had been a racing driver. He  
finished second to Chevrolet in the recent  
Coke Trophy race at Crown Point, Ind.  
Holcomb had been in the employ of the  
Knox Company for two years.

SOCIALISM AND U. S. STEEL.

Jaures to Interpellate French Gov-  
ernment About Stocks.Paris, Aug. 19.—M. Jaures, the Social-  
ist leader, has announced his intention  
of interpellating the government regard-  
ing the proposal to quote officially in  
France American speculative stocks, not-  
ably the common stock of the United  
States Steel Corporation.

SUFFRAGETTE ON RAMPAGE.

Breaks into Danish Chamber and  
Calls Members Hirelings.Copenhagen, Aug. 19.—A suffragette  
named Westerholz forced her way into  
the hall where the Danish chamber was  
in session to-day and, addressing the  
presiding officer, said:"Here you sit, you Danish men, bar-  
gaining and haggling in the lust of  
power, over the well or woe of the coun-  
try, but let it be told you that Den-  
mark's women disown you and brand  
you as a lot of hirelings, belonging to no  
country, who betray the honor of Den-  
mark."The president rang his bell and the  
deputies kept up a fire of interruptions,  
but all to no purpose, for the woman  
continued her speech calmly, eventually  
turning and walking out of the house.

Castro Taking Cure.

Santander, Spain, Aug. 19.—Cipriano  
Castro, ex-President of Venezuela, has  
left here for Solares, a resort seven miles  
from Santander, to take the cure.

\$1.25 to Baltimore and Return

Saturdays and Sundays via Pennsylvania  
Railroad. Tickets good returning until  
Sunday night. All regular trains, except  
the "Congressional Limited."You have not read all of the news of  
the day until you have read the news ad.

## HONOR GEN. REYES.

Mexicans Plan Big Celebrations on  
His Birthday.Monterrey, Mexico, Aug. 19.—The anni-  
versary of the birth of Gen. Bernardo  
Reyes to-morrow is to be made the oc-  
casion for a general celebration by his  
supporters and admirers throughout the  
state of Nuevo Leon.In this city there promises to be an  
unprecedented demonstration in his hon-  
or. Gen. Geronimo Trevino, the com-  
mander of this military zone, has arrived  
here from Saltillo, with a large force  
of federal troops, which he scattered  
through the city and in many rural dis-  
tricts of the state.Gen. Reyes has sent word that he can-  
not leave Saltillo at this time. The  
celebration will be carried on without his  
presence.Political excitement in Monterrey is in-  
tense, but there is every reason to be-  
lieve to-morrow will pass without blood-  
shed.

## FIVE SEAMEN LOST IN STORM

Believed Barge Shawmut Sank  
South of Long Island.Broke Away from the Valley Forge  
Off Shinnecock Early Tues-  
day Morning.Narragansett Pier, R. I., Aug. 19.—A  
large coal barge, Shawmut, with a crew  
of five men, bound for Portsmouth, N. H.,  
broke away from the seagoing tug Valley  
Forge, off Shinnecock, on the south-  
ern side of Long Island early Tuesday  
morning, and, it is very probable, sank  
with all on board.The two tugs, Valley Forge and Monocacy,  
entered Saunderson harbor this  
morning with five badly battered barges  
in tow, and the crews of both vessels  
related rough experiences with the storm  
of Tuesday and the disappearance of the  
Shawmut.The names of the missing seamen fol-  
low:A. A. GOULD,  
JOSEPH P. THOMPSON,  
FRANK R. UPHENITZ,  
FRANK MARKOLIN,  
CHRISTIAN STORCK.Both the barges and tugs were the prop-  
erty of the Philadelphia and Reading Coal  
Company.

## JOHN WALSH BADLY INJURED.

Convicted Chicago Banker Thrown  
from a Street Car.Chicago, Aug. 19.—John Walsh, the aged  
banker, now under sentence to the Fed-  
eral prison for wrecking the Chicago Na-  
tional Bank, was reported to be in a  
serious condition to-day, owing to a street  
car accident. In alighting from a car  
early this week, Walsh was thrown to the  
street. While no bones were broken, it  
is feared by his friends that, on account  
of his advanced age, his injuries may  
prove fatal.

## STORM HITS AEROS.

Wright Plane for Italian Contest  
in the Ruins.Brescia, Italy, Aug. 19.—A terrific storm  
early this morning destroyed the large  
sheds built in preparation for the great  
aeroplane meeting to be held here next  
month.A Wright aeroplane was completely  
destroyed. Only one aeroplane escaped  
damage.

## HOME FOR AGED PRESSMEN.

Union Purchases Hotel and 1,100  
Acres for Purpose in Tennessee.Knoxville, Tenn., Aug. 19.—The Inter-  
national Pressmen's Union has purchased  
the Hale Springs property in Hawkins  
County, Tenn., sixty miles east of Knox-  
ville, and will establish there a national  
home for the aged and disabled press-  
men and stenographers.The property includes a hotel and 1,100  
acres, with four mineral springs.There are branch offices of The Wash-  
ington Herald scattered all over the city,  
but if none is conveniently located for  
you, your ad. will be accepted over the  
phone at the regular rate.LARCENY CHARGED  
IN WINDSOR DEALCurb Broker and Brewer In-  
dicted by Grand Jury.

KATZ NAMED AS ACCOMPLICE

Discharged Manager of the Loan  
Department Must Go Before Mag-  
istrate and Answer Charge of Vi-  
olating the Anti-Tipping Law.  
Correspondence Made Public.New York, Aug. 19.—In its investigation  
of the Windsor Trust Company loan  
transaction the grand jury handed down  
indictments to-day against Walter L.  
Clark, curb broker, of 27 William street,  
and Charles Katz, president of the East-  
ern Brewing Company, of Brooklyn.The grand jury charges Clark with  
grand larceny, and Katz with complicity  
in theft of the Helms copper stocks.Sterling Birmingham, the discharged  
manager of the Windsor Trust Company's  
loan department, will be taken before  
Magistrate Barlow, in the Tombs Police  
Court, to-morrow, on a charge of having  
violated the anti-tipping law when he  
accepted a gift of \$500 from Richard S.  
Kaufman, a note broker, of 41 Broadway.Kaufman, very much against his will,  
made an affidavit against his friend,  
Birmingham, to-day, and John A. Young,  
president of the trust company, also  
reluctantly swore to the fact that he  
had not given permission to Birmingham  
to accept the money.A. D. M. Williams, the Boston broker,  
who was indicted several days ago for  
grand larceny in connection with the  
loan scandals, will give himself up this  
morning, so that there will be a goodly  
representation at the Criminal Courts  
Building of those who have figured in the  
recent disclosures.Copies of the correspondence which  
passed between Richard S. Kaufman  
and the Windsor Trust Company, in  
negotiating the M. M. Joyce loan of  
\$50,000, were made public to-day. They  
show plainly that the Windsor Trust  
Company entered into this transaction  
knowing that the lender did not want  
to have his name known to the borrower.The letters show further that the Win-  
dors Trust Company accepted a \$1,500 fee  
for no other apparent service than the  
handling of the money, and the collateral  
from one party to the other.

## ELEVEN FISHERMEN DROWNED

Gloucester Fishing Schooner Cap-  
sized and Nova Scotia Crew Lost.Lunenburg, Nova Scotia, Aug. 19.—The  
Gloucester fishing schooner Ortnock cap-  
sized here to-day, and eleven men, all  
Nova Scotians, were drowned.

## EAGLES ARE INITIATED.

Washington Aerie Confers Degree  
on Five New Members.Washington Aerie, No. 125, Fraternal  
Order of Eagles, held its weekly initiation  
last night at Eagles' Hall. One hundred  
members witnessed the prospective "king-  
dom of birds" ride the familiar goat and go  
through the various prescribed stunts  
preparatory to entering into the mysteries  
of Eaglesdom. Those initiated were George  
T. Evans, E. S. Smith, Blair Rhodes,  
Rice Hooe, and Norton T. Dutton.There were several visiting members  
present, prominent among whom was  
Capt. J. R. O'Donoghue, an Eagle and a  
mining engineer from North Yakima,  
Wash. He addressed the assembled mem-  
bers and spoke concerning the prosperous  
condition of the West and the gratifying  
manner in which the Fraternal Order of  
Eagles had extended itself there, espe-  
cially in the State of Washington.

## Ocean Steamships.

New York, Aug. 19.—Arrived: Mainstair, Liver-  
pool, August 14.  
Arrived: Teutonic, at Southampton; Rot